

**Report of Chief Officer, Highways and Transportation**

**Report to the Director of City Development**

**Date: August 2016**

**Subject: A6120 RING ROAD/SHADWELL LANE DEPUTATION TO COUNCIL**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Alwoodley & Moortown	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

1. This report addresses the Deputation received at the 29<sup>th</sup> June meeting of the Council from parents of Highfield Primary School regarding concerns expressed by local parents over road safety at the A6120 Ring Road/Shadwell Lane junction. The parents are seeking a 'safe environment along with suitable and safe pedestrian crossing facilities at the A6120 Ring Road/Shadwell Lane junction, for them and their children'.
2. Specific issues raised by the Deputation were:
  - 2.1. The speed at which traffic travels along the A6120 Ring Road and through the Shadwell Lane junction;
  - 2.2. Motorists are unaware of school children crossing at the A6120 Ring Road/Shadwell Lane junction; and
  - 2.3. The A6120 Ring Road/Shadwell Lane junction is complicated, hazardous and not suitable for the current pedestrian volume.
3. The Best City ambition is to improve life for the people of Leeds and make our city a better place and the reduction in the number of people killed or seriously injured is a measure of one of the objectives in the Best City Plan. Steps to improve road safety are a priority for all road users, especially those who are more vulnerable such pedestrians, cyclists and motorcyclists and those who are young, older or who have a disability.

4. School interventions are currently in place to ensure the safety of both the parents and children in the form of a walking bus initiative as well as bike and scoot to school training. Traffic engineering interventions are in the process of taking place on the A6120 Ring Road in regards to an issue raised in this report and this report addresses the Deputation in this context.

## **Recommendations**

5. The Director of City Development is requested to:
  - i) note the contents of the report, and the existing recorded injury accident record for the A6120 Ring Road/Shadwell Lane junction; and
  - ii) agree the actions set out in section 3.2 in response to the Deputation.

### **1.0 Purpose of this report**

- 1.1 This report addresses the Deputation received at the 29<sup>th</sup> June meeting of the Council from parents of Highfield Primary School regarding concerns expressed by local parents over road safety at the A6120 Ring Road/Shadwell Lane junction. The parents are seeking a 'safe environment along with suitable and safe pedestrian crossing facilities at the A6120 Ring Road/Shadwell Lane junction, for them and their children'.

### **2 Background information**

- 2.1 The A6120 Ring Road/Shadwell Lane junction is a traffic signal controlled staggered cross roads, located on the Leeds Outer Ring Road in North Leeds, with both the A6120 ring Road and Shadwell Lane being subject to a 40mph speed limit.
- 2.2 The A6120 Ring Road is a dual carriageway primary route running east to west through the Alwoodley and Moortown areas, carrying in excess of 15,000 vehicles per day. At its junction with Shadwell Lane there are dedicated left and right turn lanes on the eastbound approach and all round pedestrian facilities throughout the junction via various pedestrian islands.
- 2.3 Shadwell Lane is a single carriageway local distributor road linking Alwoodley and Shadwell areas to the A61 Harrogate Road and the Moortown area. It has two distinctive sections; the first from Slaid Hill to the A6120 Ring Road is 1.9km in length with properties set back and the carriageway width unable to facilitating parking without creating unnecessary obstruction. The second section, between the A6120 and the A61 is 650m in length, is residentially lined and is wide enough to accommodate parking along the majority of its length. Both sections have local amenities such as doctor's surgeries, schools, nurseries, etc situated either on the length or served from Shadwell Lane.

## 2.4 Road Safety

The reduction of road injuries, especially among children, pedestrians and cyclists, is a key priority and programmes are in place to achieve this. These are built around a robust casualty monitoring process and introducing targeted road safety improvements based on the annual road casualty report and the analysis of casualty trends and locations. This initiative, along with the casualty trend analysis, forms the initial basis for identifying funding priorities for the Local Transport Plan budget provided by the Combined Authority.

## 2.5 Traffic Management

In 2002 works were carried out at the A6120 Ring Road/Shadwell Lane junction to improve facilities for pedestrians and the overall operation of the junction. These works included;

- i. the introduction of pedestrian facilities on all arms of the junction;
- ii. the introduction of several pedestrian islands to aid pedestrian movement around the junction;
- iii. the provision of cycle facilities in the form of cycle lanes and advanced stop lines; and
- iv. the general realignment of the junction to maximise its capacity.

## 2.6 Monitoring and Impact.

In combination these improvement measures have contributed to a reduction in road collisions at the A6120 Ring Road/Shadwell Lane junction. In the 3 years preceding the 2002 works there had been 6 recorded injury collisions, all having an injury accident rating of slight. In the 3 years following the works there were 4 recorded injury accidents at the junction and in the 13 years since the improvement works were carried out there have been 10 recorded injury accidents, all having an injury rating of slight with 2 of these accidents have occurred in last 5 year period. Of the 10 recorded injury accidents one has involved a pedestrian, this occurring in August 2004.

It is worth noting that of the 2 injury accidents in the last 5 year period one resulted from an apparent defect of the traffic signals with two vehicles colliding and the second accident was the result of a red light violation, when the driver failed to stop at the traffic signals and colliding with a vehicle proceeding legally.

2.7 At the time of writing, neither the length of the A6120 Ring Road or Shadwell Lane nor the junction itself are featured in the annual road safety 'Sites' or 'Lengths' for concern accident framework listings.

### 3 Main issues

3.1 The Deputation raises the concerns of parents of the children attending Highfield Primary School and requests further measures to improve the safety of the A6120 Ring Road/Shadwell Lane junction and the pedestrian crossing facilities used on a daily basis by parents and children travelling to and from the school. The parents have requested that the speed limit on both the A6120 Ring Road and Shadwell Lane are reduced to 30mph. The deputation raises the following concerns:-

- i) That vehicular traffic on the A6120 Ring Road and Shadwell Lane travels too fast through the junction and that the junction itself is too complex for the designated speed limit, which has already led to one incident of a vehicle colliding with the pedestrian guardrail on one of the pedestrian islands.
- ii) Motorists are unaware of school children crossing the A6120 Ring Road at the Shadwell Lane junction because of the lack of signing and due to the speed of traffic and last minute lane changes; the safety of the children at the junction is detrimental. The parents have asked for 'flashing amber' warning lights to be introduced on the A6120 Ring Road approaches to Shadwell Lane so as to warn drivers of school children.
- iii) The A6120 Ring Road/Shadwell Lane junction is the main walking route to Highfield Primary School, but the junction is badly designed and complicated for both motorists and pedestrian. Also due to the increase in intake of Highfield Primary school the pedestrian islands are too small to accommodate the pedestrian demand. The parents have asked that consideration be given to the remodelling of the junction so as to provide improve pedestrian provision.

#### Action plan

3.2 In summary and in response to the concerns raised in the deputation the following actions are proposed:

- i) Consider through an evidenced based approach the reduction of the existing 40mph speed limit on both the A6120 Ring Road and Shadwell Lane. Previous consideration was given to reducing the speed limit on Shadwell Lane to 30mph, but consultation with the West Yorkshire Police raised the concern that this change was unjustified since the mean traffic speeds and the lack of direct frontages along the length between the Ring Road and Slaid Hill signal junction and that the length does not fit the national 'Setting Local Speed Limits' criteria for a 30mph speed limit which has also been applied to all recent speed limit reviews in Leeds.

The most recent traffic survey data on the A6120 Ring Road indicated that average vehicle speeds at the junction were, 32.3mph eastbound and 26.7mph westbound, and the most recent traffic survey data on Shadwell Lane indicated that average vehicle speeds were, 32.3mph eastbound and 26.7mph westbound.

To ascertain current vehicle mean speeds, up to date traffic surveys will be arranged in the early autumn, after the summer school holidays;

- ii) Following a previous request static 'school children crossing' warning signs were erected in December 2015 on the A6120 Ring Road approaches to the Shadwell lane junction. During a previous meeting between Councillors, parents, school representatives and highway officers, it was agreed that once funding became available in the new financial year that arrangements for 'flashing amber' warning lights to be introduced to reinforce the existing warning signs. These works have been issued to a contractor and are currently awaiting implementation.
- iii) The A6120 Ring Road/Shadwell Lane junction has pedestrian facilities on every arm of the junction and site observations show there are two clear pedestrian routes across the A6120 Ring Road that are being utilised by pedestrians. The first route to the east of the junction is approx. 45m in length using the small narrow island that parents have raised concerns about. The second route to the west of the junction is approx. 122m in length and utilises the wider pedestrian islands.

There is currently a walking bus initiative that operates and parents associated with this group have been issued with a master key to allow them to turn the traffic signals to 'all red' to enable a safe crossing of both the A6120 ring Road and Shadwell Lane for all involved. The group related to the deputation were informed about this facility, but it is understood that the walking bus did not operate at a convenient time for them, so the Urban Traffic Control section has offered to supply a second master key for this specific group of parents, to allow them the same opportunity to call an 'all red' phase to enable them to cross the A6120 Ring Road and Shadwell Lane.

- vi) In terms of improving road safety at the A6120 Ring Road/Shadwell Lane junction and particularly the pedestrian route that utilises the pedestrian island (2.2m wide) the recorded injury accident statistics demonstrate that in view of the fact that there has been 2 injury accidents in the last 5 year period, neither of which involved speed as a causation factor or involved a pedestrian, and that neither the length of the A610 Ring Road or Shadwell Lane nor the junction itself are featured in the road safety 'Sites' or 'Lengths for concern' Accident Framework listings. Given the road safety record of this junction it would be difficult to justify significant engineering intervention, especially as there is an alternative pedestrian route across the junction, albeit longer in length.

A further assessment of the whole junction and the existing traffic island will be carried out and any options for possible improvements to the pedestrian facility will be reviewed and if appropriate taken forward for further consideration.

- v) Work with the Police is continuing on an ongoing basis to highlight driver and road safety issues and target enforcement as necessary to support the appropriate enforcement and further compliance of the existing speed limit.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 Meetings have been held with the Alwoodley and Moortown Ward members, representatives of the school, the City Council School Travel Team and several parents to discuss the various concerns and potential training and actions. Specific training offered by the School Travel Team was declined by the school as they felt there wasn't need for it.

4.1.2 Ward Members, Highfield School and residents/parents will be consulted on any future scheme proposals that involve; speed reduction or improvement works within the area.

### **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An EDCI screening has been conducted for this report. The screening identified equality characteristics where the negative impact of traffic, especially fast moving traffic, would be detrimental – these included children, older people and people with disabilities. None of the above equality characteristics are present in numbers higher than the city average in the affected.

4.2.2 However, the actions proposed in the report will have a positive impact on the above equality characteristics and help alleviate some of the negative impacts. In particular:

- The introduction of the 'flashing amber' warning lights will provide warning to approaching drivers, of school children and parents crossing the A6120 Ring Road.

### **4.3 Council policies and City Priorities**

4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve road safety make a specific contribution to the Best City for Communities and Child Friendly Leeds ambitions. Reducing the number of casualties involving loss of life or severe injury (Killed or Seriously Injured – KSIs) is one of the measures for the delivery of the objectives for the Best Council Plan.

4.3.2 This aim is supported by the West Yorkshire Local Transport Plan (WYLTP) objective "To enhance the quality of life of people living in, working in and visiting West Yorkshire"; where the above road safety measures support sustainable and active journeys, and help reduce inequalities. The Council receives funding from the WYLTP for its programme of road casualty reduction schemes at priority sites based on injury accident history.

### **4.4 Resources and value for money**

4.4.1 Whilst this report has no specific implication for resources, the overall approach to casualty reductions is being reviewed as part of the next three year WYLTP implementation plan, which will reflect both the importance of road safety and the role of pedestrian crossings in its allocation of resources for 2014-17.

## **4.5 Legal Implications, Access to Information and Call In**

4.5.1 There are no legal implications. The report is not eligible for Call-In.

## **4.6 Risk Management**

4.6.1 The city's road casualty record is continuously monitored and regularly reviewed with annual reporting of both the high level road safety picture and local analysis of site, lengths of road and areas for concern. Any future traffic measures will be similarly reviewed and included in suitable safety reviews and audits to ensure they are effective and appropriate.

## **5 Conclusions**

5.1 The Best City ambition to improve life for the people of Leeds and make our city a better place will be fully realised when residents feel safe engaging in active travel modes on all roads in Leeds. However, to achieve this ambition, areas of greatest road safety concerns, or greatest demand, it is necessary to prioritise improvement programmes, with the benefits gradually permeating the fabric of the city.

5.2 The most urgent concerns relate to the speed of vehicles on the A6120 Ring Road and Shadwell Lane and the provision of safe pedestrian crossing facilities at the aforementioned junction. Measures are either already in place or have been offered to provide a safe pedestrian crossing facility, via the walking bus initiative, but this has been rejected. Works relating to the introduction of flashing amber warning lights have been issued to our contractor for implementation. New traffic surveys will be requested and carried out after the summer school holidays to ascertain the mean speeds on Shadwell Lane and the A6120 Ring Road.

5.3 In response to the Deputation the situation on the A6120 Ring Road and Shadwell Lane has been reviewed and an Action Plan is set out in this report for possible further measures and a review of the existing pedestrian provision. Officers will also continue to work with the Police to support the appropriate enforcement and further compliance of the existing speed limit.

## **6 Recommendations**

6.1 The Director of City Development is requested to:

- i) note the contents of the report, and the injury accident record for the A6120 Ring Road/Shadwell Lane junction; and
- ii) agree the actions set out in section 3.2 in response to the Deputation.

## **7 Background documents<sup>1</sup>**

7.1 There are no background documents to this report.

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.